

ICE BREAKER

TASMANIA'S ANTARCTIC BUSINESS MAGAZINE

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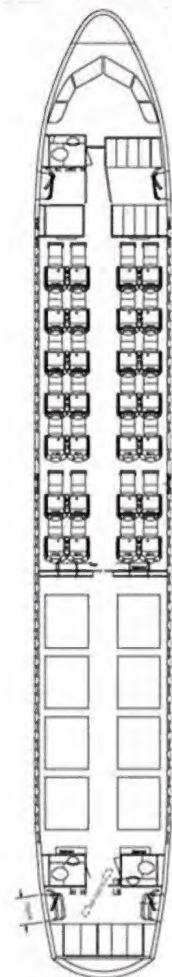


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editorial

ANTARCTIC ACTION

Welcome to the new Ice Breaker, finally produced with the enthusiasm, tolerance and assistance of three special people: Jess Tyler of Scibiz Media, Fraser Hopwood of Naughtee Design and my son Robert, IB's Visual Editor. While there are a few wrinkles still to iron out, all should be sorted for the following edition in December. This will be the beginning of the eleventh year of the magazine, so anyone interested in contributing, feel free to send in articles or advertisements as soon as possible to avoid the inevitable Christmas rush. Comments about the new style magazine are welcome too.

It is exciting to know the first regular flights to Antarctica from Hobart will begin this in December and IB congratulates everyone involved and hopes for safe flights in good weather. I understand there is a long queue of people waiting for a spare seat, to accompany AAD researchers to Casey, so it will be interesting to have

some comments of first-time flyers on their return to Hobart.

The Antarctic Midwinter Festival's new program of events and displays in the Princes Wharf No.1 Shed (PW1), plus the Huskies Picnic at the Botanical Gardens, proved very popular. I took part in the inaugural man-hauled sled race, which was a new event and a lot of fun; helped Kenji with his ice sculptures and visited the booths and displays in the PW1. It was very encouraging to see such a range of activities and talk to people wanting to participate next year. If the Antarctic community can arrange to have an ice rink next year, the Shed should always be full. TPN members are urged to consider displaying their good and services in PW1 too, as it is an excellent opportunity to publicise the Networks' Antarctic achievements.

Anthea Wallhead
Editor Ice Breaker Magazine

ICE BREAKER

TASMANIA'S ANTARCTIC BUSINESS MAGAZINE

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Back cover: Midwinter Festival Events. Photos Courtesy Sue Halliwell & Wayne Tucker.

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Ice Breaker magazine is currently undergoing revision. This revision process will include the addition of a newer and wider range of options for both colour and black & white advertisements.

Please contact us directly for advertising rates and dimensions for the next edition.

We appreciate your patience in this matter, and we will have this information finalised and included in No. 41.

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Ice Watch: Paul Lennon

...an industry generating more than \$77 million for the State's economy.

GROWTH OF TASMANIA'S ANTARCTIC SECTOR

The annual value of expenditure in the Antarctic sector has grown by almost 50 per cent over the past five years to more than \$132 million.

Recent survey work found that 58 per cent of this is spent on goods and services sourced from Tasmania, representing an industry generating more than \$77 million for the State's economy.

This demonstrates the market's high

regard for the quality, availability and reliability of our Antarctic-related goods and service providers.

The trend in the Antarctic sector follows a pattern across other industry sectors helping to drive the value of Tasmania's exports to record levels.

By continuing to focus on quality and reliability of supply, the high esteem Tasmania is held in by purchasers across all industry

sectors will benefit, as has already been demonstrated in the Antarctic sector.

By coupling our proven advantages as a quality supplier with our proximity to the Antarctic region, Tasmania's reputation as a gateway to Antarctica can only be enhanced.

Paul Lennon

Premier

ANTARCTIC MIDWINTER FESTIVAL 2007

The Antarctic Midwinter Festival trialled a range of new events and new initiatives.

The festival attracted over 42,000 visitors to a wide range of events and generated income of \$25,000. The Huskies Picnic and the Veolia Community Lantern Parade attracted record levels of visitation. The Aurora Australis Tours were all fully booked and could have been sold twice over. Interstate demand for these tours was exceptionally high.

This year, the festival trialled a major new event initiative, NAB Solstice Antarctica, in Princes Wharf 1. The aim of this new event was to interpret the Antarctic through art, science and activity and to develop a revenue-generating event that will ensure the sustainability of the festival into the future.

Plans are already underway to further develop the Solstice Antarctica event in 2008. The free community lantern parade will launch the event and the dance and

music component at the end of the parade will be further developed. The event will take place between the 20th and 22nd June 2008. Funding opportunities for an international ice sculpting competition and for a synthetic ice rink are also being explored.

The Cool Change Speakers Program will be further developed with the addition of some high profile speakers and more "on the couch" type sessions with Antarctic expeditioners. The festival would especially like to thank its sponsors and those organisations which participated by having art and science displays. At the end of the day, the festival generated income of around \$25,000, which will now go into the kitty to help fund next year's festival. With increased costs, increased levels of financial support are being requested by stakeholders to deliver events.

We learnt a lot this year about generating revenue from community events and believe that the centralised event model (similar to the Solstice Antarctica model that was trialled this year) is clearly the way to go in the future if we want a sustainable midwinter festival for the future. However,

this centralised event concept will need a strong "hook" to generate higher visitation and we are currently putting energy into bringing the ice-skating rink concept to life by 2008. Getting the price points for entry to the event also needs careful consideration in the future. The lower adult entry price and free entry for children on day two of the event seemed to work much better.

We also learnt that people want to have fun and be warm in the winter. In 2008 we will need more interactive event activity and next year we will put everything into heated tents to create a "winter village".

The future

Some tough decisions still need to be made if we are to create a sustainable midwinter community event that celebrates Antarctica. The bottom line remains that if we want to deliver a large-scale community event that is sustainable for the long term and does not rely on stakeholder good will, then the government funding that the festival currently receives is insufficient to achieve this.

For next year, we are currently contemplating the following strategic changes to
continued >>



Ice Watch: Jeremy Rockliff

The service will open up parts of the continent to more people... ”

INTER-CONTINENTAL AIRLINK EAGERLY ANTICIPATED

The Australian Antarctic air service is one of the most ambitious undertakings attempted on the Antarctic continent and I am pleased to say that excellent progress has been made towards its introduction. This initiative will further advance Hobart's bid to become the world's gateway to Antarctica and build on the State's historical connection to the frozen continent.

This significant initiative will join the continents of Australia and Antarctica by air travel for the first time. Regular flights from Hobart to the four-kilometre-long Wilkins runway, Australia's largest runway, near Casey station in Australia's Antarctic territory will begin in the 2007 – 2008 season. The new ice runway has been named Wilkins after Australian adventurer and pioneer of Antarctic aviation, Sir Hubert Wilkins.

In the 2005-2006 Federal Budget, the Australian Government committed funding of \$46.3m for the construction of the ice run-way. Its construction commenced in December 2005 and during its creation the construction crew encountered extreme winds and temperatures as low as -30°.

The runway is now complete and able to support the operations of wheeled aircraft. Its capability will be progressively

enhanced over coming seasons – it will be certified by the Civil Aviation Safety Authority.

Additionally, the Australian Antarctic Division has taken delivery of a long range Airbus A319 jet aircraft under a 5-year arrangement with Skytraders Pty Ltd, and it is intended that the aircraft will be available for charter when not being used for flights to Antarctica.

The aircraft will be arriving in Hobart the second week in October 2007 for an Australian Antarctic Division open day. There will be test flights in November to McMurdo Station (USA) from Christchurch NZ, then flights from Hobart in December. It is hoped that there will be 10 passenger flights from Hobart this season.

The aircraft arrived in Australia earlier this year and conducted a demonstration over flight of Wilkins runway in order to test a range of systems and procedures prior to the commencement of passenger flights in the summer. It has the ability to fly down and back without refuelling.

A return trip from Hobart to Casey by aircraft will take approximately nine hours, where as previously, the journey would have been made by ship, taking as long as four to six weeks. There will always be an

ongoing requirement for ships to conduct station resupply and marine science; however, there will be a change in the way ships are used.

The establishment of a regular service between Hobart and Casey Station represents a significant boost to the conduct of research in Antarctica by improving access and facilitating the conduct of new research.

The service will open up parts of the continent to more people, especially from the scientific community. A range of countries, which currently operate in Antarctica, have expressed an interest in working more closely with Australia once the air service has commenced.

The environmental impact of the flights will be minimal with the runway constructed 30km from the nearest wildlife concentration. Environmental assessments have been undertaken in accordance with the Environmental Protection and Biodiversity Conservation (EPBC) and the Antarctic Territories (AT-EP) Acts.

Jeremy Rockliff

Deputy Leader of the State Opposition

ANTARCTIC MIDWINTER FESTIVAL 2007

the festival:

1. Should the festival become an incorporated not-for-profit association that is still funded and housed by Antarctic Tasmania but is a separate entity? This would mean that the festival organisation could be more "nimble" and commercially focused – i.e. be less restricted by govern-

ment bureaucratic processes and political agendas. It would also mean that the festival could approach other funding bodies for grants in the future.

2. Should the festival become a three-day event experience that is concentrated in Princes Wharf on the weekend closest to the Midwinter Solstice?

We invite your feedback on these two issues and on any other ideas that you may have. Contact: anne.kerr@development.tas.gov.au.

Anne Kerr

Festival Director



Ice Watch: Bill Lawson

Strengthening the effectiveness of the Network...

STRATEGIC DIRECTIONS

We now have a brand new Strategic Plan to take the TPN into the next few years on which we will now make our future plans. As Members will be well aware, most of the 06/07 year was spent in preparing the new Plan, as a result of which we did not spend all our funds last year so we are now able to move forward with some additional resources.

Following our AGM on 10/8/07 we also have some new Committee members in Jess Tyler, Irina Gan and Peter Fewkes so it will be good to see their energy and ideas put into the implementation of the new Strategic Plan. In welcoming Jess, Irina and Peter, I would also like to put on record the Network's gratitude to outgoing Committee members Phil Wood and Wayne Tucker, both of whom have given many years of service to the Network – thank you both.

The main elements of the new Strategic Plan are as follows:

1. Enhance economic growth for Tasmania and TPN members – obviously the big opportunities here lie off the back

of the Antarctic Airlink as well as in continuation of international meetings and other developments from time to time.

2. Provide information to TPN Members on trends in the Antarctic Sector – information to members will be enhanced at two levels; internally regarding commercial Members' capabilities and externally regarding institutional Members activities and interests. We will also seek ways to assist Members in building their commercial expertise.

3. Promote cold climate education, scientific research and environmental protection – we will work with schools to help them incorporate cold climate awareness and learning for young Tasmanians. We will also seek to assist the ACE CRC develop its future beyond 2010.

4. Increase appreciation by the general public of Tasmania's Antarctic Community – we will work with other relevant community groups as well as promote the International Polar Year activities and enhance and update the popular Polar

Pathways initiative.

5. Strengthening the effectiveness of the Network – we will seek to utilise more of Members skill and knowledge to help target where we can make a difference. We will also seek to increase high-level engagement with both State and Federal Governments.

I'm sure you will agree that we now have the job in front of us. I'm confident of our ability to deliver on these set objectives and encourage all Members to get involved in whatever they are able to do to help.

In closing, I note with enthusiastic anticipation that the start up of the Airlink from Hobart is now just weeks away. I look forward to the date with much optimism and encourage Members to get involved in the associated events we are now planning as per Strategic Plan Item No.1!

Bill Lawson

TPN Chairman

NEW YEAR'S TPN COMMITTEE

The TPN Office Holders:

Bill Lawson (SKM)
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Geraldine Edwards (Moonraker)
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John Brennan (Veolia)
Deputy Chairman

Richard Fader (Tasshipping)
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Tony Hughson
Treasurer until November 2007

Ben Galbraith (Antarctic Tasmania)
TPN Secretariat

Cordula Ruckstuhl (AT)
Minutes Secretary

Committee Members:

Jess Tyler (Scibiz Media)

Irina Gan (Russian Translations)

Peter Fewkes (William Adams)





Ice Watch: Rob Valentine

The Auslink corridor, at this point in time does, not include Brooker Avenue.

TWO VITAL CONNECTIONS

There has been a focus in the media by the Southern Tasmanian Councils Authority in recent times on the importance of the National Antarctic Gateway to our Region in relation to the proposed Auslink corridor.

The 'Antarctic Gateway' tag is not only national but international, with countries such as France and the US taking advantage of the strategic location of our port and now, with the combined impact of the Antarctic air link with the sea port, I am aware there are other countries considering what Hobart is able to offer. This must be fully supported by our Federal Government, of whatever persuasion, well into the future.

The Auslink corridor, at this point in time, does not include Brooker Avenue. It

stops at Granton. Nor does it include the very important link between our Capital City and the Hobart International Airport. The practicality of this line drawn by the federal government is that the major corridors mentioned above are not eligible for Auslink funding.

These two connections are vital to the continuing prosperity of the region and in particular the Antarctic industry, noting of course the Antarctic air link soon to come into use.

Hobart's port will continue to be a major hub of activity for not only the Antarctic industry but also the many Cruise ships that call into Hobart, expanding its national importance. The denial of Auslink status to the Port of Hobart as THE Antarc-

tic Gateway to our nation, and that of other nations, would not serve our country well and may not support Australia's efforts to attract new international interest in the combined sea and airlinks to the Antarctic continent.

We hope these arguments persuade all sides of politics in this election year to make favourable commitments with respect to Auslink funding with our Antarctic Gateway as a national icon.

As the roads satisfy up to four of the criteria for Auslink funding it is well and truly deserved.

Alderman Rob Valentine
Lord Mayor, Hobart



One Planet Photographic Competition and entrance to NAB Solstice Antarctica events. Courtesy Sue Halliwell.



Ice Watch: Heather Glidden

The festival attracted a record level of private funding...

VICARIOUS ANGLES TO ANTARCTIC TOURISM

This year has seen Antarctic tourism issues at the fore in the Antarctic Tasmania office.

While much work has been done recently by the Tasmanian Polar Network and IASOS on Antarctic cruise tourism there is another aspect to Antarctic Tourism which Antarctic Tasmania and its partners have been investigating over the last twelve months. This area is "vicarious" Antarctic Tourism – the ability to provide Antarctic experiences within our own State, such as the Antarctic Midwinter Festival, "Islands to Ice" Antarctic Gallery and other "local" Antarctic experiences.

Under the 2006 election commitments Antarctic Tasmania was provided with State funding to develop an Antarctic Tourism

marketing strategy. This funding resulted in a range of new Antarctic Tourism focussed initiatives for the state such as a dedicated Antarctic attractions brochure "Antarctica Awaits you in Hobart", a new 3D audiovisual exhibit at the Tasmanian Museum and Art Gallery as well as the development of a "Polar Pathways" master framework which will be released soon.

The Antarctic Midwinter Festival also helps build the State's vicarious tourism offering and this year the Festival received a facelift, under the direction of new Festival Director, Anne Kerr. The festival attracted a record level of private funding under Anne's guidance and resulted in the creation of a new event "NAB Solstice Antarctica" – a centralised event experience which will be used as the basis for developing a sustainable festival model into the

future.

Finally, and still on the tourism theme, the International Association of Antarctica Tour Operators (IAATO) 18th General Meeting was held in Hobart from 24 - 29 June 2007. There were 110 registered participants from approximately 15 different countries who attended the meeting at the CCAMLR Headquarters in Hobart. While attracting Antarctic vessels requires a long-term commitment, there is no better a way to encourage these operators to use Hobart other than by hosting them in our State. We are confident that the delegates were thoroughly impressed by our city and its Antarctic offering, which bodes well for our future prospects in this field.

Heather Glidden

Antarctic Tasmania

POLAR NEWS

REDEVELOPMENT

Reconstruction of the former Antarctic Adventure building in Salamanca Square is expected to be completed by the end of September 2007. The upper level will house TMD, a division of the Department of Premier and Cabinet, and the ground floor will have engineers GHD Pty Ltd, Tassal Head Office and retail store for Atlantic Salmon, and a restaurant. A geothermal heating and cooling system has been incorporated, as well as a glazed atrium at the rear, which provides a view of the heritage-listed exposed quarry face.

SEA CHANGE

TPN member Oceania Maritime Services (OMS) has been purchased by Inchcape

Shipping Services and will cease trading as OMS on 31/12/2007. Stephen Parodi, Port Manager for OMS, and all contact details, will remain the same.

OCEAN WATCH

CSIRO scientists in Hobart have played a major role in establishing BLUElink, a data synthesis and oceanographic modelling system which provides seven-day forecasts of ocean conditions of critical importance to shipping, fishing and naval activities. This system collates sea surface temperatures and wind data from satellites, with measurements of temperatures, salinity and currents collected by drifting, robotic Argo ocean profilers.

In addition, State funds will be helping CSIRO and the University of Tasmania to

administer the federally funded Integrated Marine Observing System, which will be based in Hobart. Satellite and remote marine sensors will be observing oceans' physical and biological properties for international research purposes.

MAWSON'S HUTS

A five-year plan for the continued preservation on Mawson's huts at Commonwealth Bay was released for public comments in August. AAD is now calling for volunteers to help with restoration this season, and a laboratory will be built for conserving artefacts.

Relics taken from the huts by a US collector in 1971 have been returned to Australia, after being found listed for auction in New York.

Airlink Prepares for Takeoff

With only a few short months before the start of the Antarctic season, the Airlink Project is busily preparing for the first flights of the Airbus A319 to Antarctica – the first passenger flights to link the continents of Australia and Antarctica.

In recent months the Airbus A319 has been on display to a range of interested organizations across Australia. The feedback has been overwhelmingly positive. At a recent display of the aircraft in Canberra, the distinctive new white and orange livery was captured on film by 'plane spotters'

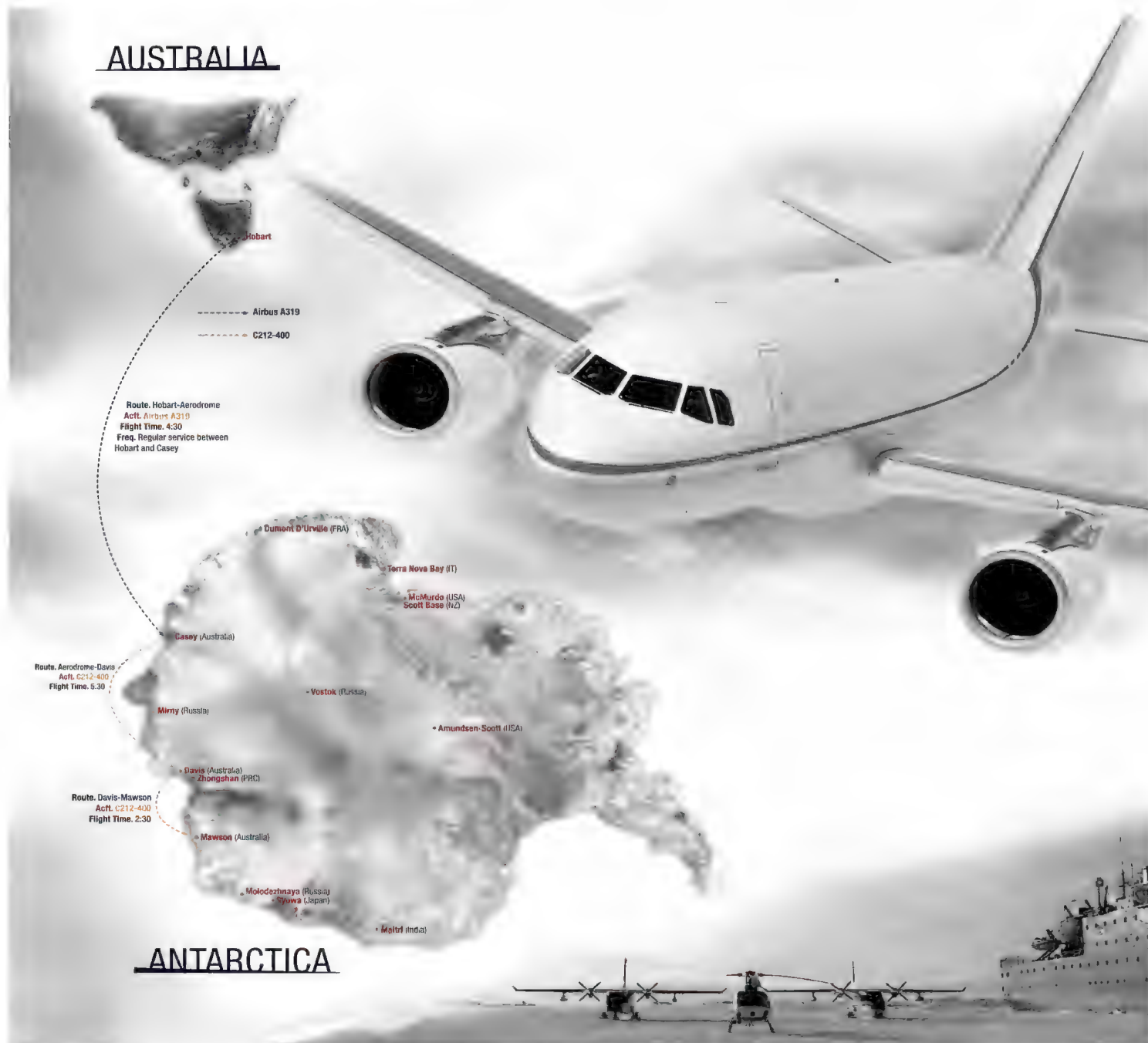
and placed on the web within hours!

The aircraft is currently undergoing a range of final modifications in preparation for flights to Wilkins runway. Enhancements to the aircraft include; additional cargo storage capacity in the main cabin of the aircraft, special provisions for the fitment of a critical care medical stretcher, long range polar navigation equipment and additional communication facilities. All of these modifications will enhance the already considerable capability of the aircraft.

The team who will operate and maintain Wilkins Runway for the 2007/08 season will depart for Antarctica onboard the Aurora Australis on Voyage 2 in October and will prepare the runway for initial flights, planned for December. During the season additional equipment will be shipped to Casey to support the operation of the runway.

Charlton Clark

Manager - Antarctic Airlink Project



Australian Antarctic Aviation

PART 4

Another chapter in a series by Gordon Bain on some interesting and little known events from our Antarctic aviation history.

Another Beaver

The Beaver made a short return to ANARE in late 1968. Departing Melbourne 20 December 1968 the Nella Dan with Voyage Leader Don Styles and pilot A L Mousinho carried Turbo Beaver VH-UKL leased from De Havilland in Bankstown, NSW. The aircraft cruised at 105 knots but the strength of its skis limited payload to between 350 and 450kgs. It had a less demanding maintenance schedule than the piston Beaver, and started more easily in the cold.

The Beaver flew 97 hours in 51 sorties between Jan 4 and Feb 14. It was based at Landing Bluff at the eastern extremity of the Amery Ice Shelf, and supported the first year of the PCM program with three FH1100 helicopters.

The Turbo Beaver was not a commercial success in Australia due to the high purchase price and operating costs. This particular aircraft was eventually returned to its Canadian homeland.

A decade of Porters

In the ten years from late 1969, fixed-wing aircraft made a solid contribution to ANARE with two separate Pilatus Porters PC-6/B1-H2 on hire from Forrester Stephen, Essendon, Victoria, which later became Forrestair.

The bright red Pilatus Porter had a PT6A-27, 550SHP powerplant and cruised at 120 knots with a 360kg payload. The strength of its skis limited maximum take-off weight to 2200kgs.

VH-FSB supported the PCM program from 1969/70 to 1974/75 operating with various pilots including Doug Leckie and

Errol Driver. In its first two seasons it was based at Moore Pyramid; in 1969/70 it flew only 40 hours due to damage sustained during take-off one day, but in its second season it flew 127 hours over 127 sorties. The flying was concerned with field support activities - survey, geology, geophysics, and glaciology.

From 71/72 VH-FSB was based at Mt Cresswell, logging 193 hours that season. When Doug Leckie became ill, helicopter pilot, Vic Barkell flew the Porter for a week or so. In the program's fourth year the Porter flew 208 hours on photography and other support tasks. In 73/74, the final year of the PCM program, the Porter's 199 flying hours were used for photography and support of the survey and geology parties. By this time flying operations had improved dramatically with the introduction of a reliable oxygen system and better HF radio.

In 74/75 VH-FSB made its last ANARE tour. On 22 Jan 1975, the aircraft was destroyed in a blizzard when it was parked at Gwamm on the plateau above Mawson. Only 48 hours were flown in that season over 44 sorties.

VH-FZB with Dick Tippet as pilot took over in 75/76 this time supporting the Enderby Land program. Total fixed-wing flying hours for the season totalled 148

hours over 54 sorties, with 148 hours and 81 sorties in the second year. In 77/78 with a seconded Army Officer pilot, the Porter was used in ice radar and general support for 130 hours.

VH-FZB with J Marsden as Pilot made one last trip south in 79/80 flying 253 hours supporting a 25-man party in Enderby Land. At the end of the season due to weather and ice conditions at Mawson, including an iceberg aground at entrance to Horseshoe Harbour the aircraft could not be loaded on the Nella Dan for return to Australia. It was stored in a hangar at the station during the 1980 winter.

Cold war not so cold in Antarctica: The Bear, Uncle Sam, the French and the Australians

From late 1957 and despite the cold war, there was considerable interaction between ANARE and the Americans and Russians with some also with the French.

The French

In early 1959 Phillip Law was on the Magga Dan operating off Oates Land. While in the Dumont D'Urville area, French helicopters were used in conjunction with the RAAF Auster A11-201 on its last expedition and now proudly sporting the red kangaroo emblem instead of the roundel.



Pilatus Porter VH-FSB, Mawson.

continued >>

Australian Antarctic Aviation

PART 4

A French connection was also made in January 1971 when Hugh Thelander and Graham Budd made the first ever landing on the main island of the McDonald Islands for a 45-minute stay. The helicopter was piloted by M Metzaer from the French ship Gallieni, and occurred a week after initial reconnaissance made from Nella Dan.

The Bear, with some extra help at times

The Australian association with other nations in this era typified a spirit of cooperation, past legacy and by the very nature of Antarctica. Commenting on a Russian-supported medical evacuation, the Minister for External Affairs at the time 'a reflection on the manner in which exploration and scientific research are being conducted in Antarctica, and of the spirit of the 12-power Antarctic Treaty.'

Some of the contact was at a more or less social level, but much more serious was the humanitarian assistance in times of need. There was undoubtedly more contact than is recorded here, and to any reader who feels concern at omissions I offer my apologies.

In early September 1957 when ANARE had two Beavers and an Auster overwintering at Mawson a flight was made to Russia's Mirny base.

In September 1958 - a Soviet aircraft probably an Ilyushin IL-12 visited Mawson from Mirny. Later that season Mawson station supplied fuel to a Russian Li-2 to enable Pilot Viktor Perov to lead the rescue of a Belgian group of four whose Auster had broken its undercarriage in an area between Breid Bay and the Belgian inland base at Trillingane. The Belgian group was lead by Adrien de Gerlache, son of the Belgian polar pioneer whose ship Belgica had a forced overwinter in the ice off the western side of the Antarctic Peninsula in 1898.

In May 1959, it was Australia that needed



A very sad Lisunov Li-2 at Rumdoodle.

help. A Russian doctor flew from Mirny to Wilkes in a Lisunov Li-2 to provide assistance in the case management of a sick Australian expeditioner. The Li-2, affectionately referred to as a DC3ski, returned to Mirny three days later. In December that year, a decision was taken that the sick expeditioner needed to be evacuated. This time the Americans came to the party and a JATO assisted US Navy P2V Neptune, piloted by the aptly named Commander Lloyd New-comer, carried the patient to McMurdo, with an overflying R7V Constellation providing SAR. A US Hercules flew the patient to Christchurch and he returned to Australia in a commercial aircraft.

October 12, 1959 saw Mawson invaded by six Russians who flew in on an Ilyushin IL-12. Led by Dr Alexander Dralkin, chief of the Arctic and Antarctic Institute and a noted Oceanographer, the team spent a week at Mawson waiting for clear weather to enable them to continue their flight to the New Lazarev base on the Princess Astrid Coast of Queen Maud Land.

In September/October 1960 a Soviet IL-2 from Mirny visited Mawson twice. It called in on route from Mirny to Lazarev but, after leaving, suffered failure over King Edward VIII Gulf requiring a forced landing on sea ice and jettisoning of two fuel tanks.

A brief refuelling stop at Mawson by veteran Russian pilot A Pimenov in late 1960 turned into a 3-day stay when a blizzard locked them in. The sixteen Russians including their leader Dr Korotkevitch put a strain on the station's facilities but it was a pleasant visit enjoyed by everyone.

The events of December 1961 typify this time of cooperation. A medical evacuation of an acutely ill Australian from Mawson was needed following some extraordinary surgery done under extremely trying circumstances. Extensive consultation between the Governments and expeditions concerned lead to a remarkable set of movements. A Russian ski-equipped Li-2 carried the patient to Mirny where, after some days of stabilisation, he was transferred to a long range Ilyushin IL-18D aircraft that had arrived on its first deployment flight to Antarctica. The Russian aircraft flew the patient 2700 kms to McMurdo, where he was treated further before being flown to Christchurch on a US Navy LC-130 Hercules, and from there on a commercial flight to Sydney.

The summer season 1961/62 saw a number of other Russian visits to Mawson, including an Li-2, an IL-12 and an Antanov AN-2.

continued >>

Australian Antarctic Aviation

PART 4

A dozen or so Russians visited Wilkes on a Li-2 in March 1963 and transferred an Australian Physicist to Mirny from where he transferred to the Ob for a voyage to Cape Town, and a commercial flight back to Australia – on account of a possibility that the expeditioner may have had an enforced overwinter if the Thala Dan could not get back in to the station.

In late December 1968, a Li-2T (Reg CCCP-04214) arrived at Mawson to lay a fuel dump – Mawson was used as a refuelling/rest stop between the Russian bases at Mirny and Molodyezhnaya. When leaving and taxiing down the Rumdoodle runway a strong gust of wind caught the plane and blew it into a crevasse, damaging the starboard wing and propeller. The Russian crew were collected the following day by two planes that flew out from Molodyezhnaya but the plane remained. Some time later it dragged out the dead-man anchors in a blizzard and headed off into the distance into a heavily crevassed area. It was considered irretrievable and finally written-off. It is a popular spot for Mawson-ites to visit even today.

On 21 December 1976, three ANARE Hughes500 helicopters rendezvoused with the Russians at Drylgalski Island to transfer an Australian Glaciologist via a Russian Mil8 helicopter to Mirny where he was to participate in their traverse program.

When an Australian collapsed at Davis early in 1978, the Russian responded again and provided a helicopter to carry the sick man 700kms to Mirny to await the arrival of a US Hercules from McMurdo, for the first landing of this breed. The patient was flown to McMurdo and on to Christchurch and home. An Australian Glaciologist at Mirny on an exchange visit at the time facilitated the communications necessary for this operation.

A month or so later the same Russian helicopter returned to Davis, this time with a badly injured seaman from a Russian

fishing factory ship the Van Gogh.

In early 1989 there was another evacuation from Davis that rivalled, if not surpassed, the evacuation from Mawson in late 1961. Two expeditioners broke their ankles in a skidoo accident in the field. The rescue and medivac involved use of an Australian helicopter to get the men to Davis, then a Russian propeller driven Ilyushin Il-14 flew the men 1400 kms to Molodyezhnaya, then by jet aircraft to South America from where they flew back to Australia by commercial flight. They were in Australian hospitals in Cairns and Hobart within seven days of the accident occurring.

What about Uncle Sam alone?

9 November 1961 was an especially sad day in this history – it saw the crash of a US P2V Neptune Bluebird on take-off from Wilkes while on route from Mirny to McMurdo – with loss of one civilian and four US Navy lives, with both pilots badly injured and two others injured. A C130 Hercules carried out the recoveries.

On 4 November 1962, 900 kms south of



C-124 Globemaster making the last pass over the Vostok traverse party.

Wilkes, a US Douglas C-124 Globemaster II (the breed was nicknamed 'Old Shakey') airdropped some 6000 litres of fuel to the famous Bob Thomson led tractor traverse to Vostok.

1985 In the late spring 1985, a US Hercules landed on a makeshift sea ice runway at Davis for a medical evacuation to McMurdo. Regrettably the patient died en route close to the end of the seven-hour return flight.

Next time: Flying between the continents

All Images Courtesy Gordon Bain



NZ Antarctic Conference

FIFTY YEARS ON THE ICE. JUST THE TIP OF THE ICEBERG

After Conference Thoughts by Irina Gan, Russian translator and TPN member

1. The Conference was dedicated to 50 years of NZ presence in Antarctica, which is "just the tip of the iceberg" in terms of what is still to be discovered on the vast white continent. Speakers and participants came from Australia, Italy, UK and the US. About 200 people were present, including the NZ Minister for Research, Science and Technology Steve Maharey; the UK Director of the IPY international Program office Dr David Carlson; Heads of National Antarctic programs; the Director of the Byrd Polar Research Centre Prof Barry Lyons; many distinguished scientists and representatives of the media. There were two speakers from Tasmania: Dr Mark Hindell from the University of Tasmania and Dr Denzil Miller from the CCAMLR Secretariat.

2. The conference was organized by Antarctica New Zealand and the Royal Society of New Zealand and sponsored by leading NZ companies and institutions such as the Institute of Geological and Nuclear Sciences (GNS Science); Ministry of Fisheries; several NZ Universities and the American Embassy in NZ.

3. NZ Prime Minister Helen Clark accompanied by the legendary Sir Edmund Hillary; the Chief of NZ Defense Force; the Mayor of Christchurch and representatives of the NZ Antarctic Society and Antarctic Heritage trust visited Antarctica in January 2007 to celebrate 50 years of Scott base. The NZ government is providing new funding for the IPY program with \$11.1 million over 3 years being allotted for Arctic and Antarctic research "to make a difference".

4. Antarctica New Zealand, created in 1995, is a crown agency responsible for the NZ Antarctic Program. The major strategic goals of the Agency are: "the leadership and coordination within New Zealand of activities promoting public and scientific awareness of the unique characteristics



At the conference.

and importance of the Antarctic and Southern Ocean Region... From the debating chambers of the Antarctic Treaty System to the classrooms of NZ we aim to be an influence".

5. NZ has made an effort to restore old documentaries and preserve the Ross Dependency historic sites. Several documentaries in conjunction with the NZ Film Archive and the NZ Antarctic Society were presented: "Bound for Antarctica" about the departure from Lyttleton, NZ, of the British Imperial Antarctic Expedition on 1 January 1908 led by Ernest Shackleton aboard the Nimrod; "The 357 days" about the design and construction of Scott Base in 1956 and footage of the British Antarctic Expedition of 1910-1913 on the Terra Nova which returned to Lyttleton in 1913.

6. Since 1933 the NZ Antarctic Society has continued to be a key institution in encouraging and supporting the NZ Antarctic program. The Society's journal "The Antarctic" has been published quarterly since 1956 and it covers current international activities in Antarctica. The combined first and second issue in 2007 is dedicated to the 50th anniversary of the NZ Antarctic.

7. The Antarctic Society has come up with an interesting initiative that challenges students to make interesting videos about NZ science. The prize for the winners

is a trip to Antarctica. Another way of stimulating an interest of young New Zealanders aged 18-25 in Antarctic matters is the Antarctic 'Youth Ambassador Program'.

8. International collaboration and exchange of knowledge was the main theme in presentations by the Chief Executive of Antarctica New Zealand, Lou Sanson; the US Ambassador Bill McCormick; the Director of the IPY international Program office Dr David Carlson, and the representative of the Italian Program Giuseppe De Rossi.

9. An interesting fact for TPN members is that Concordia, also known as Dome C, the joint French-Italian Antarctic Station which was opened in 2005 is supplied by an annual 1,100 km overland traverse from the French Dumont D'Urville Base. The supplies for Concordia will probably be delivered to Dumont D'Urville from Hobart by the L'Astrolabe or another vessel, so it may be worthwhile to find out more about the Italian plans.

10. Overall, the conference successfully showcased New Zealand's active interest in Antarctic matters to the international Antarctic community. Wouldn't it be exciting if Australia could also celebrate its own achievements and interest during this International Polar Year!

Image Courtesy Irina Gan.

Antarctic Tourism



The International Association of Antarctica Tour Operators (IAATO) is a member organization founded in 1991 to advocate, promote and practice safe and environmentally responsible private-sector travel to the Antarctic.

The International Association of Antarctica Tour Operators (IAATO) met for their 18th Annual Meeting in Hobart, Australia between 25-29 June. More than 120 participants from 13 countries, 66 IAATO Member Companies, 3 Non IAATO operators, 4 Government representatives, 9 international organizations, and 3 Tasmanian organizations attended some or all of the discussions.

Sir Guy Green (past Governor of Tasmania and Honorary Antarctic Ambassador of Tasmania) officially opened the meeting. The meeting was chaired by Mr. Tucker Scully (past head of the U.S. Delegation to the Antarctic Treaty Consultative Meetings and to the Convention on the Conservation of Antarctic Marine Living Resources - CCAMLR). The meeting took place at the CCAMLR building in Hobart-an important player within the Antarctic Treaty System. The meeting was given further support

from Antarctica Tasmania, Tourism Tasmania, Tasmanian Polar Network and the Tasmanian Convention Bureau.

To ensure transparency, the majority of the sessions took place in an open forum with representatives from IAATO, Government and Non-Governmental Organizations taking part in the discussions.

Most of the topics under discussion related to ensuring that the IAATO Member operations remain safe and environmentally responsible and address the concerns of tour operators and governments that have arisen during recent years. Discussion areas were divided into IAATO Membership review and new applications, IAATO administration and operating procedures, tourism industry accreditation, staff training, environmental concerns, International Polar Year (2007-09), Antarctic Treaty Consultative Meeting outcomes, and Sub-Antarctic Island issues and heritage preservation through various trusts.

Issues such as ship scheduling, ship safety, wilderness management and ethics, carbon footprint, waste management, area management, alien species, bio-security were also discussed.

The following statements and decisions are some of the major ones that resulted from the meeting's discussion.

a) Waste Management:

In support of the IAATO objective to ensure environmentally responsible activities in the Antarctic, IAATO Members agreed that restrictions on discharge of waste into the sea from vessels that operate in the Antarctic Treaty area, pursuant to Annex IV of the Protocol on Environmental Protection to the Antarctic Treaty and MARPOL 73/78, should be extended northward to apply everywhere south of the Antarctic Convergence (Polar Front). This would shift these restrictions northwards from the political boundary of 60 degrees South latitude to the ecosystem boundary as delineated by

the Antarctic Convergence, thus including additional marine areas of significance for seabirds and marine mammals. IAATO Members hope that by setting this standard the wider community of Antarctic vessel operators will soon follow.

b) Outboard Engine Use:

A further recommendation was made for operators to use spark-ignited marine outboard engines in Antarctica that comply with a rigid category of California emission standards, star label 3 and above, a move to standardize engines that limit pollutants.

c) Carbon Footprint:

IAATO is encouraging its Members to measure their carbon footprint with a view to developing ways to reduce or offset emissions.

d) Protective Measures for Landing Sites:

IAATO has reviewed and extended their own site guidelines efforts to include a further 13 sites, bringing the total number of sites covered by this preliminary level of site-specific protection to 45. In addition, the IAATO Site Guidelines Committee is committed to spearheading the development of a further four Antarctic Treaty Consultative Meeting (ATCM) style Site Guidelines, working with various Antarctic Treaty Consultative Parties. The aim is for these detailed site guidelines, incorporating detailed information, maps and photo documentation of the sites, to be presented at the next Antarctic Treaty Consultative Meeting (ATCM) for formal adoption. This would bring the total number of ATCM Site Guidelines to 18.

e) Marine Safety:

IAATO is committed to supporting the work of the Hydrographic Committee of Antarctica to improve surveying and charting in Antarctica. In addition, IAATO will liaise with the Council of Managers of National Antarctic Programs (COMNAP) to

continued >>

Antarctic Tourism

improve oil spill response measures and the ship tracking system within Antarctica.

It is important to note that IAATO has always taken a proactive, unique and insightful long-term approach towards the responsible management of tourism in Antarctica. The outcomes from IAATO's 18th Annual Meeting further highlight IAATO's focus towards the comprehensive protection of the Antarctic environment. As a result of the 18th Annual Meeting and the addition of 17 new members, IAATO is represented by fifteen countries, and numbering 97 members, consisting of tour operators, conservation groups, shipping agencies, vessel owners, travel agents, government organizations, and a company that provides travel by aircraft to the interior of Antarctica for adventure tourism.

Please feel free to contact us with questions or comments at iaato@iaato.org, or visit our website at www.iaato.org for detailed information on our organization.

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TMAG RECEPTION

The TPN hosted IAATO members at a reception at the Tasmanian Museum and Art Gallery on 26 June 2007. Held in the Islands to Ice display area, members were able to view exhibits with TPN members, as well as being treated to a humorous slide show from David Pemberton, curator of the display. Comments about the rabbit plague having some value because landslips revealed more historical artifacts, of interest to museums and to visiting IAATO tourist groups, received a mixed reaction!

SOUTH POLE TREK

Eric Philips describes his forthcoming Antarctic expedition.

Reinhold Messner is best known for his pioneering Himalayan climbing in the 70's and 80's, but he also broke new ground in the polar regions. He made the first kite-assisted crossing of Greenland and in the summer of 1989/90, again using wind-assistance, skied from the inland edge of the Ronne Ice Shelf to McMurdo Station via the South Pole and Beardmore Glacier. Guiding for ALE (Antarctic Logistics and Expeditions), I'll be skiing to the South Pole this coming summer, using Messner's little-traced route to the pole. This will be my second South Pole expedition, having spent 84-days skiing and kiting 1425km from McMurdo Station via the Shackleton Glacier to the pole in 1998-99.



Reinhold Messner

The 'Messner Start' expedition begins around 82.10S and 65W, at the foot of the Foundation Ice Stream, just shy of 900km from the South Pole. My confirmed clients include a Norwegian woman and a Canadian guy and unconfirmed are a Dutch-woman I met in the Arctic earlier this year and an American woman. We will be a truly international team and I suspect our on-ice Christmas celebrations will reveal the true spirit of our respective nations.

Despite the participants having solid previous experiences in polar journeying, our 35-40 day expedition will benefit



Eric Philips

from pre-placed caches of food and fuel. Our relatively short window - December 3 to January 10 - means we'll need to move quite quickly and lighter sleds will help us to achieve the required +20km per day.

Our route is one of the shortest to the South Pole that can still lay claim to a 'full-length' expedition.

This somewhat arbitrary moniker refers to the fact that we begin at the geographical coast of Antarctica, where the floating Ronne Ice Shelf grounds onto the coast. In reality there will be no visible coast at all, the grounding zone covered in a thick veneer of ice and snow.

The first week will prove the most difficult, with unconditioned bodies, heavier sleds and steep terrain. Our southwest route follows the western flank of the Foundation Ice Stream to a breach in the mighty Transantarctic Mountains. A giant saddle lies between the Pensacola and Thiel Mountains and it's here that we turn due south towards Pecora Escarpment, Antarctic plateau and the South Pole.

With North Pole expeditions being my staple over the last five years it will be a joy to be back in Antarctica this coming summer and a privilege to be guiding a rarely-used route pioneered by one of the world's greatest living adventurers. From early December I will be posting occasional expedition updates on my website at www.icetrek.com. Until then, I'll be fattening up my winter coat!

Reinhold Messner Courtesy Wikipedia.
Eric Philips Courtesy ICETREK.

Into the Cold: Polar Science

The Imaginarium Science Centre's 2007 National Science Week program

The Imaginarium Science Centre, a community facility of the Devonport City Council, has been providing exciting, educational science experiences for over six years. Visitors can be engaged in interactive exhibitions, super science shows or special events, such as National Science Week programs. This year's seventh program, Into the Cold: Polar Science, is linked to International Polar Year (IPY), which is deliberately scheduled over two years, (March 2007 – March 2009), to give sufficient attention to both polar regions. Imaginarium's 2007 program focuses on both the Arctic and Antarctic polar regions.

To also celebrate and mark International Polar Year, Vicki Shegog, the manager of the Imaginarium Science Centre, (Tasmania, Australia), approached The Imaginarium, in Alaska, USA, to participate in a global IPY project, involving school polar research projects. Each centre has direct connections with their respective Arctic and Antarctic regions. Every effort is made



The front wall of the Imaginarium Science Centre

to match Tasmanian school students with Alaskan students of similar age and topic interest. Through direct email communications, students will be able to share their local knowledge and understanding about polar issues, climate, animal and plant adaptations, etc. Students will also be encouraged to share positive ways to address climate change issues over the duration of International Polar Year.

The activities that form the basis of a visit to the Into the Cold: Polar Science program focus on the similarities and differences between the natural features, animal and plant life and human activity in both Arctic and Antarctic regions.

1. In the Poles Apart activity, students can locate and sort the varying model animals in the appropriately labelled Arctic and Antarctic snow tubs or do the same with the laminated animal cut-outs on carpet boards. Choices are then checked via a PowerPoint display using large photos of polar animals.

2. In the Blubber activity, students are involved in a science investigation to look at how animals and birds keep warm to survive and breed in extremely cold conditions. Students offer such responses as fur, feathers, fat (blubber), exposure to sunshine, different fur colour (to absorb/deflect heat), huddling together and the trapping a layer of warm air. Students glove up and then test the variables of fat and fur.

3. In the Huddling activity, students discover how squashed penguins may get when they are in a huddle. By sharing positions with the others of the huddle,



Igloo by Harper's Upholstery

Into the Cold: Polar Science

each student has a turn at the centre and warmest part of the huddle before being exposed again to the 'elements' for a short rotational period.

4. In the Igloo activity, students have the opportunity to work together, as a team, to build a 2.5 metre diameter model foam igloo.

5. In the Super Cool Show, using Liquid Nitrogen (LN₂), students observe the effects of extreme cold on animate and inanimate objects, under strict safety conditions.

Additional displays form an integral part of the program.

6. The on-site 'Apple' Igloo Satellite Cabin is used in the Antarctic around 2003-2004 to provide basic accommodation for researchers. The term 'Apple' comes from

the Australian Antarctic Division, because the Igloo is 'round and red and comes from Tasmania'.

7. The Arctic First Nations clothing display. Decorated clothing items included:

- Raccoon-skin Hood
- Red wind-proof coat from Le Pas, Manitoba, Canada
- Pairs of beaded Muck-Luks (footwear) made of Moose and/or Caribou hide and with Timber Wolf fur trim
- Beaded moccasins with Arctic Hare fur trim
- Warm coat from Le Pas, Manitoba, Canada, with Timber Wolf fur trim and embroidery by Cree Indian Women
- Inner wool socks to be worn inside the Muk-Luks
- Seal Skin belt made from cut-out discs of seal skin
- Bear Skin rug

8. Antarctic clothing and equipment display from the Australian Antarctic Division, Hobart.

- Red polar pyramid tent, sleeping bag, underlay and bag liner
- White pair mukluks with liners and blue pair mukluks with liners with crampons, snow shovel, ice axe, urine drum, red backpack and outfit of yellow ventiles for clothing.

9. Historic photographic display from Devonport Maritime Museum

Depicting historic activity and Tasmania's role in Antarctic research.

Imaginarium wishes to thank all sponsors of this display. Article compiled by staff of the Imaginarium Science Centre, Devonport.

Images Courtesy Vicki Shegog & Editor.



Susan and Jenni demonstrating amusing applications of Liquid Nitrogen.

Polar Publications

BOOKS

"Knut, der kleine eisbaeren junge" by Craig Hatkoff. Published by Ravensburger, Germany [In USA by Scholastic Press titled How One Little Polar Bear Captivated the World] Price: Euro 9.95

- The story of Berlin Zoo's polar bear, abandoned by his mother at birth and raised by a keeper. Describes the cub's life and has information about climate change affecting endangered species.

"Troubled Waters: The Changing Fortunes of Whales and Dolphins" by Sarah Lazarus. Published by CSIRO Publishing. Price: \$39.95

- Describes 'Orca laundering', where wild whales and dolphins are caught and held overseas for several years and then legally imported as already captive animals, thus circumventing protection laws.

"Protecting the Antarctic Commons – Problems of Economic Efficiency" by Bernard P. Herber. Published by Udall Center for Studies in Public Policy, University of Arizona. Price: US\$ 10 or free online at udallcenter.arizona.edu

"Plan de recepción de visitantes en la Bahía Antártica Esperanza – una propuesta para su discusión" by Pablo Reggio and Eduardo Haene. Published by the Argentine Senate. Price: Unknown. Due to be launched.

- Bilingual edition Spanish/English: Visitors' Reception Plan at the Antarctic Base Esperanza – A proposal for discussion. To be distributed among Antarctic tour operators. Further information: aromero@senado.gov.ar

"Harpoon" by Andrew Darby. Published by Allen & Unwin. Price: \$29.95.

- Outlines the history of whaling and provides a better understanding of pro-and anti-whaling viewpoints.

"Antarctica: A Different Adventure" by Jason Kimberley. Published by Hardie Grant. Price: \$39.95.

- Describes the authors' recent Ant-

arctic trek with Peter Hillary and Jason Veale.

"Whitecap" by James Woodford. Published by Text Publishing. Price: \$32.95.

- A novel based on journeys of the wandering albatross, from Antarctica to Bimbulla on the South Coast of NSW. Derived from the author's time with albatross researchers at Wollongong, the book explores the impact of inappropriate coastal development on the survival of the birds.

"Whalers and Free Men: Life on Tasmania's Colonial Whaling Stations" by Susan Lawrence. Published by Australian Scholarly Publishing. Price: \$34.95.

- This book provides information about whaling stations operating in the early 1800s, through archeological excavation of two sites on Bruny Island. Photos and drawings of artifacts uncovered are included.

"Consumption" by Kevin Patterson. Published by Random House. Price: \$32.95

- A novel about an Inuit woman returning to northern Canada after time in hospital, the contrasts in lifestyle and problems coping with isolation.

"The Crystal Desert: Antarctic Photographs by Charles J. Page." Published by TMAG Publications. Price: \$79.95.

- An impressive book of photography and social history in Antarctica.

"A Walk in Old Hobart" by Charles Wooley and Michael Tatlow. Published by Walk Guides Australia. Price: \$15.

- Includes a map and photographs of Battery Point, with comments about current places of interest, as well as histori-

cal tales, including those of whalers and other early settlers.

"A Wise Adventure - New Zealand in Antarctica 1920-1960" by Malcolm Templeton. Published by Victoria University Press. Price: Unknown.

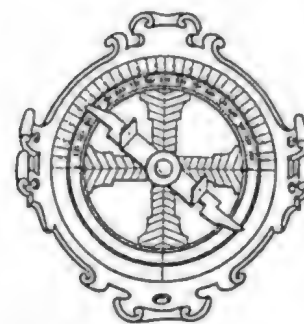
- A comprehensive history of New Zealand's Antarctic endeavour.

STAMPS

AAT Royal Penguins (WWF) – the World Wide Fund for Nature has produced a portfolio of stamps containing first day covers, 4 stamps and 6 research pages. Proceeds from sales will support WWF's conservation work. Contact Australia Post or WWF for details.

The first Australian Antarctic Territory stamp was issued 50 years ago and since 1957, 172 different stamps have been issued. The first stamp cost two shillings and three pence.

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ANTARCTIC PHILATELY

Stamps and Photo
kindly supplied by Klaus
Arne Pedersen, Antarctica
Services, New Zealand.

Below: Base Argentina
"Almirante Brown"



Above: Klaus Arne Pedersen (r)
and Capitan de Fragata, Guillermo
A.N. Tarapow aboard the Argentinian
vessel "Puerto Belgrano."

Capitan Tarapow was Coman-
dante of the Icebreaker "A.R.A.
Almirante" when it caught fire on
the 10. April 2007, as commemo-
rated on the stamp cover below.



Fire on board 10/04/07,
the ship was evacuated.
The mail on board the
Post Office of the ship
was destroyed by the fire.



10. April 2007 Argent. Icebreaker
Almirante IRIZAR burning on the high sea

Polar News

ANTARCTIC AND SOUTHERN OCEAN AWARD WINNERS

Tasmanian Marine Science Fellowships:

- Virginia Andrews-Goff – Antarctic Wildlife Research Unit
- Christine Jackson – IASOS
- Andrew Meijers – Centre for Marine Science
- Heidi Pethyridge – Maths & Physics

Antarctic and Marine Science Prize for Teachers:

- Amanda Thomas, Megan Turner – Primary Section
- Andrea Dare – Secondary Section
- Jane McDonald – Senior Secondary Section

Polar Pathways Student Poster Prizes:

- Sophie Mott (East Ulverstone Primary) – Prep-Grade 2
- Alec Ridge (Table Cape Primary) – Grades 3-4
- Lex McShane (Table Cape Primary) – Grades 5-6
- Aaron Mercer (Burnie High) – Grades 7-10
- John Marshall (Newstead College) – Years 11-12

Antarctic Tasmania Scholarships:

AT Honours Scholarships

- Sarah Merefield
- Tobias Surgeon
- Gifford Wong

AT Conference Travel Scholarships

- Toshihiro Yoshida
- Leonie Jordan
- Irina Gan

GW Paltridge Award

- Katie Hamilton

More cool congratulations go to:

- Pam Elliott (Marine Discovery Centre) – Winifred Curtis Memorial Award for Excellence in Science Teaching
- John Church (CSIRO) – UNSW Eureka Prize for Scientific Research
- Caroline Lapworth and Jane Dobson – teachers to join a sea-ice research voyage (askipy@edna.edu.au).
- Andrew McMinn (IASOS) – appointed



Award winners (l-r) Gifford Wong, Tobias Surgeon, Irina Gan & Leonie Jordan. Courtesy Sue Halliwell

as one of only 17 UNESCO-Cousteau Chairs worldwide, for research in Southern Ocean and Antarctica.

- P&O Maritime Services and "Aurora Australis", for achieving another 5-year contract with AAD.
- Bill Lawson, SKM and TPN Chairman, for being ranked among the top 25 of Australia's leaders by the BOSS magazine.
- Australian Antarctic Division for an Engineering Excellence Award for the new Davis Station Summer Accommodation Module.

NORTH POLE SPLASHES

- A London man endured 19 minutes at -1.8°C to become the first man to swim a kilometre at the North Pole.
- A Russian flag has been placed on the seabed, 4,200 metres below the North Pole, in an attempt to stake claim to the Arctic's oil and gas deposits. Made of titanium, the banner was dropped in place by a mechanical arm from a mini-submarine. However, under international law, Canada, Norway, Russia, USA and Denmark share the 300 km economic zone within the Arctic Circle, and Canadians are not considering the claim to be valid.

GLOBAL WARMING REPORTS

- According to US and Danish researchers, plants and animals in northeastern Greenland have adapted to global warming over the past 10 years, and flowers are budding and chicks are

hatching up to a month earlier than in 1996. As well, more female polar bears are giving birth on dry land in Alaska instead of on ice. Only 37% of bear dens were built on ice after 1998, compared to 62% 10 years previously.

- USA researchers have discovered that melting glaciers are contributing more to the rising sea level than Greenland and Antarctic ice sheets. Glaciers and ice caps account for 60 % of meltwater, compared to Greenland's 28% and Antarctica's 12%. However, British research has found glaciers on the Antarctic Peninsula are flowing 12% faster since 1993, similar to Greenland's.
- A dry crater 40m deep and several pieces of ice are all that remain of a glacial lake in Bernardo O'Higgins National Park, Magallanes, southern Chile. Geologists suggest that the water may have drained from the glacial lake previously formed behind the natural dam of ice, or disappeared through underground fissures, although there have been no recent earthquakes to cause this.
- Argentinians experienced below zero temperatures and their first snow since 1918, and snow fell in South Africa for the first time in 20 years.

- Nutrients released into Antarctic waters from more melting icebergs have promoted the growth of more phytoplankton, which has attracted more krill and animals that prey on them.

Polar Calendar

23	September	2007	End of IPY Antarctic display at Imaginarium Science Centre, McFie St, Devonport, Tas.
3-7	September	2007	6th International Penguin Conference. University of Tasmania. Hobart, Tasmania. Contact: penguins2007@iprimus.com.au.
12	September	2007	Geological Society of London Bicentenary Conference. London, UK.
12-13	September	2007	Open Days, 1-3pm, Marine Discovery Centre, Jetty Road, Woodbridge, Tasmania.
19	September	2007	Open Day 9-12 am Marine Discovery Centre, Woodbridge, Tasmania.
25-27	September	2007	ISCORD 2007. 8th International Symposium on Cold Region Development. Tampere, Finland. Contact: kaisa.verlainen@ril.fi.
26-27	September	2007	UK-SIG 2007. Sea Ice Group meeting, Cambridge, UK.
30	September	2007	End of 'Antarctica: Ice and Light' Exhibition of by Malize McBride. Cambridge, UK.
?	October	2007	AAD Open Day at Hobart Airport for arrival of new Antarctic jet. (to be confirmed).
14-20	October	2007	Earth Science Week. Includes activities focusing on Geoscience research for International Polar Year (IPY) and International Year of Planet Earth (IYPE).
16	October	2007	Ny-Ålesund in IPY. Cambridge, UK.
22	October	2007-	CCAMLR XXVI meetings. Hobart, Tasmania.
2	November	2007	
25-26	October	2007	SCAR History Group Conference, Byrd Polar Research Center. Columbus, Ohio, USA.
30	November	2007	TPN meeting. 11.00am-1.00pm. Hobart International Airport. Hobart Tasmania.



Current AAD Director, Dr. Tony Press showing former Director, Dr. Phipp Law models of the Airlink's Airbus A-319 and Casa 212. Courtesy Sue Halliwell.

Shipping & Air Calendar

Shipping

1	September	2007-	Aurora Australis	V1	Marine Science.
17	October	2007			
20	October	2007	L'Astrolabe		Departs Hobart for Dumont D'Urville.
20	October	2007	Aurora Australis	V2	Departs Hobart for Casey Station.
30	October	2007-	L'Astrolabe		Dumont D'Urville.
1	November	2007			
30	October	2007-		V2	Casey Station.
1	November	2007			
11	November	2007-	L'Astrolabe		Arrives Hobart, departs for Dumont D'Urville.
5	December	2007			
9-16	November	2007	Aurora Australis	V2	Davis Station.
27-30	November	2007	Aurora Australis	V2	Arrives Hobart, departs for Marine Science.
?	November	2007	Spirit of Enderby	T1.1	Macquarie Island.
30	November	2007-	Aurora Australis	V3	Marine Science.
30	January	2008			
12	December	2007	Orion		Departs Hobart for Macquarie Island.
12-18	December	2007	L'Astrolabe		Dumont D'Urville.
24-28	December	2007	L'Astrolabe		Hobart.
3-22	January	2008	L'Astrolabe		Dumont D'Urville, Marine Science.
7	January	2008	(to be selected)	T2	Departs Hobart.
10-11	January	2008	(to be selected)	T2	Macquarie Island.
11-14	January	2008	Akademic Federov		Arrives Hobart.
28-30	January	2008	L'Astrolabe		Hobart.

Flights

15	October	2007	CASA 212	C01, C02	Hobart to Casey.
6	November	2007	CASA 212	C03, C04	Casey to Davis.
10	November	2007	CASA 212	C05, C06	Davis to Mawson.
10	November	2007	CASA 212	C07, C08	Mawson to Davis.
12	November	2007	CASA 212	C09, C10	Davis to Mawson.
12	November	2007	CASA 212	C11, C12	Mawson to Davis.
14	November	2007	CASA 212	C20, C21	Davis to Mawson, Davis to Davis.
14	November	2007	CASA 212	C22, C23	Mawson to Davis.
17	November	2007	CASA 212	C24, C25	Davis to Casey.
11	December	2007	AIRBUS A319	ATP11, 12	Hobart to Casey (Wilkins Ice Runway) and return.
18	December	2007	AIRBUS A319	ATP13, 14	Hobart to Casey and return.
3	January	2008	AIRBUS A319	ATP15, 16	Hobart to Casey and return.
5	January	2008	CASA 212	C26, C27	Casey to Dome C and return.
8	January	2008	AIRBUS A319	ATP25, 26	Hobart to Casey and return.
12	January	2008	CASA 212	C28, 29	Casey to Dome C and return.
15	January	2008	CASA 212	C18, C19	Casey to Davis and return.
17	January	2008	CASA 212	C14, C15	Casey to Davis and return.
19	January	2008	CASA 212	C31, C15	Casey to Davis and return.
22	January	2008	AIRBUS A319	ATP19,20	Hobart to Casey and return.
5	February	2008	AIRBUS A319	ATP 21,22	Hobart to Casey and return.
11	February	2008	CASA 212	C16, C17	Casey to Hobart. End season.
14	February	2008	AIRBUS A313	ATP23,24	Hobart to Casey and return. Last Flight.

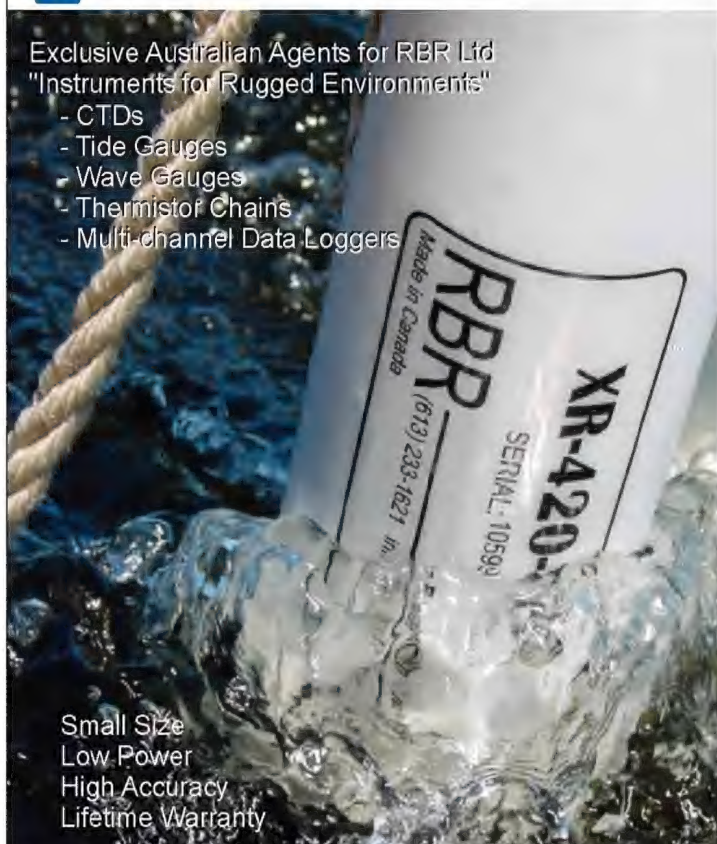
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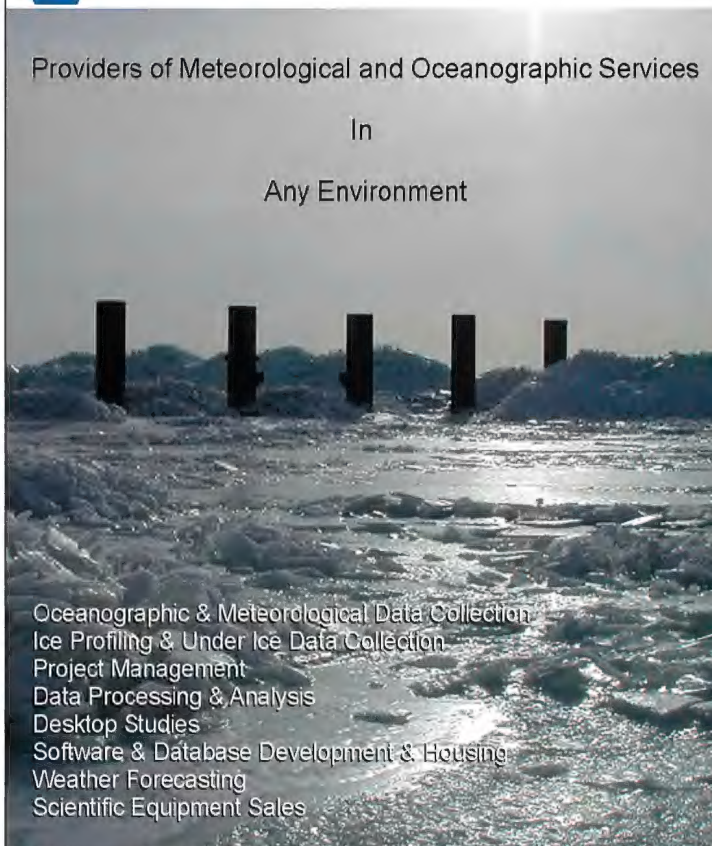


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